

Ward 6 Staff



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Ward 6 Newsletter

Tucson First

August 17, 2015

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“Compassion is the basis of morality.”

— Arthur Schopenhauer

I’m going to bundle a few opening pieces together under that umbrella. Each shares the theme of being compassionate to others.



Last week it was announced that Master Card, Visa, and American Express had all taken a move to help reduce the amount of human trafficking being driven through the slimy website backpage.com. All three major credit card companies adopted a policy under which they will no longer allow their credit cards to be used for payment of sex ads on that site.

Backpage is one of the largest online sites used for selling sex, and by extension enabling trafficking.

It’s worth noting that the recent, local investigation into TPD officers and others accused of buying sex at local massage parlors reported that they used Backpage to get connected. A significant percentage of trafficked victims are known to have



Important Phone Numbers

**Tucson Police
Department**
911 or nonemergency
791-4444

Water Issues
791-3242/800-598-9449
Emergency: 791-4133

Street Maintenance
791-3154

Graffiti Removal
792-2489

**Abandoned
Shopping Carts**
791-3171

**Neighborhood
Resources**
837-5013

SunTran/SunLink
792-9222
TDD: 628-1565

**Environmental
Services**
791-3171

Park Wise
791-5071

**Planning and
Development
Services** 791-5550

**Pima Animal Care
Center**
724-5900

**Pima County Vector
Control**
Cockroach: 443-6501
Mosquito: 243-7999

Continued: A Message From Steve

been advertised on that site. It's great to see the private sector stepping up and addressing this issue in a serious manner.

Teach your Children

It's much more than a Crosby, Stills, Nash, and Young song from the 70s. Watch this seven minute video on how our kids are made vulnerable to online predators – it will give the phrase a new meaning: <https://www.youtube.com/watch?v=6jMhMVEjEQg>.

I used the video while speaking to a high school group on the trafficking issue over at Sky Islands. It really broke me up and caused me to think just how precious to us our kids really are. If you're in a classroom and would welcome a presentation on the topic to your students, call my office at 791.4601.

Amnesty International – A Step in the Wrong Direction

If you've read many of these newsletters, you're likely familiar with our work through Project RAISE. That's the diversion option for prostitutes through which they are given the chance to put their lives back together. We recognize through this work that prostitution is not a victimless crime. The women are exploited physically, chemically, and psychologically.

It was reported last week that Amnesty International adopted a new policy that supports the global decriminalization of prostitution. Dawn Hawkins of the National Center on Sexual Exploitation shared some pointed thoughts in a press release. I'll quote it here:

Washington, D.C. – Amnesty International, the human rights group, voted on August 11, 2015, to adopt a policy in favor of decriminalizing prostitution. The National Center on Sexual Exploitation (NCOSE) denounces this decision as irresponsible advocacy in favor of a system that does immense and indelible harm to women, children, and men around the world.

And these comments:

Amnesty International claims to “campaign for a world where human rights are enjoyed by all.” Yet, decriminalization of brothel-keeping and soliciting is a gift to pimps, sex traffickers, and sex buyers that enshrines in law a right to buy and sell other human beings. Such laws do not protect the human rights of persons in prostitution, but guarantee that their dehumanization and exploitation will continue.

Amnesty International has failed to remain true to its mission of “preventing and ending grave abuses.” The types of abuse and brutality that comprise daily life in the sex trade are nothing short of torture. By voting in favor of a policy to decriminalize prostitution, Amnesty International has abandoned the victims of abuse and exploitation to the whims of pimps and sex exploiters. Today we lament that the cause of human rights for sexually exploited has taken a giant step backwards.

The NCOSE statement goes on to cite some statistics that substantiate the fact that sex trade imposes both physical and psychological harm on those who are in it. According to their study (Farley, et al) 64% of adults in prostitution experienced threats with a weapon, and 71% were physically assaulted. They studied prostituted persons in nine different countries and found that 89% said they wanted to escape.

Each time we do Project RAISE we are gratified to see the number of women who choose a second chance. That validates the data NCOSE reports. There's a larger picture internationally and locally that the Amnesty International policy change ignores.

I'm generally supportive of what that agency is involved with. This isn't an example of that, though. If you need convincing, I'd be happy to connect you with a victim's group.

Second Chance Job Fair

Back to the good news on compassion.

If you have prior criminal convictions, you are familiar with the difficulties involved with reintegration. The purpose of the Second Chance Job Fair is to help people who have been struggling with those issues.

On August 19th, the TCC Apache Ballroom will host a community forum focused on strategies that people can employ to overcome the challenges prior convictions place on their reentry efforts.

This is an issue of concern to the entire community. We talk about homelessness, unemployment, recidivism, and how all of that impacts Tucson. The Second Chance Recovery Program is geared to touch many facets of this issue.

I'm grateful to the people over at the Community Partnership of Southern Arizona, Federal Magistrate Judge Charles Pyle, and the Mayor for taking the lead on this forum. The flyers shown above have all of the pertinent information you'll need in order to attend. You *do not* need to



Job Fair

WEDNESDAY, AUGUST 19, 2015

1:30 pm - 4:30 pm

Tucson Convention Center / Apache Ballroom

For more information go to:
www.secondchancetucson.org



Important Phone Numbers

Senator John McCain (R)
520-670-6334

Senator Jeff Flake (R)
520-575-8633

Congresswoman Martha McSally (R)
(2nd District)
(202) 225-2542
Tucson Office: 520-881-3588

Congressman Raul Grijalva (D)
(3rd District)
520-622-6788

Governor Doug Ducey (R)
602-542-4331
Tucson office:
520-628-6580

Mayor Jonathan Rothschild
520-791-4201

ZoomTucson Map
<http://maps.tucsonaz.gov/zoomTucson/>

have convictions to either attend or to benefit from having attended.

Homeless Issue

Last week, two different legal events took place that may or may not have an impact on what we decide to do locally with respect to our homeless ordinances. For one, the City argued its appeal of the Bury decision in front of the 9th Circuit Court of Appeals. Bury was the judge who decided the case related to the homeless issues surrounding Veinte de Agosto park, and what sorts of items people can amass in the park or on sidewalks. I don't want to implement new ordinances, only to have to redo them later due to the 9th Circuit decision. It's similar to how we've waited on the Puppy Mill ordinance until the Phoenix lawsuit has played out. No sense in jumping the gun.

The second event came out of the Department of Justice (DOJ), which filed what's called a Statement of Interest (SOI) in a Court case related to homelessness in Boise, Idaho. No, Tucson isn't the only City wrestling with this issue.

The Statement of Interest is similar to an *amicus curiae*, or "friend of the court" brief, which is filed by an outside party and lacks the force of law. It's an opinion. And yet, in this case it's the opinion of the DOJ, so it's not like I wrote the Boise Court something and they'll take the same level of notice.



The Boise case was brought by some homeless plaintiffs who were convicted under a Boise ordinance that made it illegal to sleep or camp in public. We're looking to adopt something similar. Some of the language in the SOI is important for us to keep in mind. For example:

"[i]t should be uncontroversial that punishing conduct that is a universal and unavoidable consequence of being human violates the Eighth Amendment. . . . Sleeping is a life-sustaining activity—i.e., it must occur at some time in some place. If a person literally has nowhere else to go, then enforcement of the anti-camping ordinance against that person criminalizes her for being homeless."

And this:

"Many homeless individuals are unable to secure shelter space because city shelters are over capacity or inaccessible to people with disabilities. Criminally prosecuting those individuals for something as innocent as sleeping, when they have no safe, legal place to go, violates their constitutional rights. Moreover, enforcing these ordinances is poor public policy. Needlessly pushing homeless individuals into the criminal justice system does nothing to break the cycle of poverty or prevent homelessness in the future. Instead, it imposes further burdens on scarce judicial and correctional resources, and it can have long-lasting and devastating effects on individuals' lives."

If you've followed this newsletter, you know I've been working and advocating for the

City to find some low demand shelter options. Those are places where people can simply spend the night with no conditions placed related to a certain blood alcohol level, having a pet or partner, or participating in religious services. The shelter places “low demands” on the homeless person. The issue is that HUD funding largely comes with conditions which make many of the people we’re seeing in the downtown core ineligible. There’s hypocrisy built into that, and jumps out in this quote from the Boise SOI:

“we need to work with our local government partners to provide the services people need, including legal services, to obtain permanent and stable housing.”

Their “local government partners” would also like to have some freedom in how we allocate their funding so the people who are now falling in the housing cracks have a place for the night. More on that to come.

The 9th Circuit is mentioned in the SOI. The DOJ noted a prior case in which the 9th Circuit weighed in on a California case, *Jones v. City of Los Angeles*. In that decision, the Court found that enforcing anti-camping ordinances on nights when individuals are unable to secure shelter space is a violation of their Constitutional rights.

Since the Veinte de Agosto series of events began I’ve been saying our “three B” policy (bedroll, backpack, beverage) needs to be replaced with a “three C” policy (clarity, consistency, and compassion). Right now, we’re moving towards bringing some consistency and clarity into our existing ordinances. In the interest of including the compassion element, we’ll be taking all of these new court rulings into consideration as we move forward.

More on Human Compassion



Bruce Hungate owns the DQ over on 4th Avenue and 9th Street. Several years ago, he hired a young girl named Lissette Chittenden. She began working there when she was 17 years old and continued into her college years, commuting from her home in Catalina. By the age of 22, Lissette had worked her way into a managerial position. Three years after that, at age 25 and still a DQ employee, Lissette was killed in an auto accident.

At the time of the accident, Lissette had a nine-year-old daughter named Tatianna. Bruce made a commitment at the time to ensure that Tatianna made it into college, and to that end he formed a college fund for her. Every August 13th, on the anniversary of her mom’s death, Bruce donates all of the DQ proceeds into that fund. He’s committed to doing so until Tatianna makes it through college or until she turns 18.

If you’d like to help out, you don’t need to wait until next August. You can donate by dropping off a check at the DQ (501 N 4th Ave) or by sending a check to Scholar’s Edge, PO Box 173691, Denver, Colorado 80217- 3691. The checks should be made out to Scholar’s Edge for account #2000288185 and Tatianna Lizarraga.

Our community is full of good folks.

Compassion for the Pooches



Above, I mentioned the Puppy Mill ordinance we have in draft form. We're waiting for a lawsuit on a similar Phoenix ordinance to clear before we move ahead with our own. These lawsuits are happening around the Country.

Two weeks ago in New York, the Companion Animal Protection Society (CAPS) filed a "friend of the court" brief on behalf of the City of New York, defending their local law related to sourcing pets through means other

than puppy mills. The suit had been filed against the City by a group called the New York Pet Welfare Association. In fact, they're a lobby group for mills such as are run by the Hunte Corporation. In their brief, CAPS said this:

The Plaintiff's Complaint is based upon the flawed premise that the Supremacy Clause, Due Process Clause, and Commerce Clause of the U.S. Constitution elevate free trade above all other local concerns within the Second Circuit. As a result, the Plaintiff argues that the modest local Laws at issue in this case, which codify community values in favor of full disclosure, the humane sourcing and treatment of companion animals, and the reduction of unwanted pets via mandatory [spay] and neuter requirements, do not constitute a clear and legitimate public interest. In fact, both this Court and its sister circuits have repeatedly rejected this premise and, as a result, Plaintiff's arguments must be dismissed as a matter of law.

Those are the very same arguments used in winning the case up in Phoenix (which is now waiting for the appeal time to run out). Courts around the country are all saying local jurisdictions have a right to enact laws to stop pet stores from sourcing animals from the inhumane conditions that exist in puppy mills, and to do what we can to reduce the unwanted pet population through encouraging people to get their new family members from rescues and shelters.

That's what Phoenix has done, and they have won defending it in court. That's what we at this moment have sitting and waiting for reconsideration once the clock strikes 12 on the appeal of the case up in Phoenix.



A quick note of thanks to the guys at Just Brakes at the 3645 E Speedway store. Sunday was a bit toasty for my mid-morning run. The crew at Just Brakes didn't hesitate to share some cool water as I slogged by. Many thanks – their act of kindness fits with these "compassion" items.

Ward 6 Dog Licensing/Rabies Shots/Spay-Neuter Event

To close out this opening series of items on compassion, here's a reminder about the September 12th event we're going to host at the Ward 6 Office. Doors will open at 10am, and anybody still standing in the vaccination line at noon will get a free rabies shot for their pooch. In addition, we're going to have dog licensing services at the event, and the Humane Society of Southern Arizona (HSSA) will be there to give direction on how to secure a voucher for free spay/neuter services.

The groups participating will include the City, HSSA, Pima Animal Care Center, as well as some pet advocates. Those will include the Pet Club, No Kill Pima County, Mostly Cocker and Poms, Arizona Border Collie Rescue, and the Hermitage Cat Shelter. The vaccinations end at noon, but the rest of the groups, including the licensing will stick around until 2pm.

Please mark your calendar and come take part.

Teamsters Strike

I phrase it that way because "Sun Tran" is not on strike. To the contrary, they're still doing what they can to run as many routes as possible. All of us on the M&C want to see a quick end to this, but calls for City involvement fail to reflect the reality that the City is precluded from getting in the middle of this due to the Federal dollars that fund the system. We can urge from the sidelines, just as we could if any private employer was in a labor dispute that was negatively impacting our community. But we cannot "get involved," as some are encouraging.

Let me share some thoughts from that sideline to put things into perspective. First, the issue of safety on the busses... In the past year there were over 19 million fares riding the system. Throughout that time frame, there were reports of 22 "assaults." Those range in degree from one stabbing, to instances of physical contact with either drivers or a supervisor, to riders spitting, throwing a drink, or tossing a transfer slip at an operator. The person with the knife was arrested and, let's understand, this incident could have taken place in any convenience store or park anyplace in town. It is not reflective of the conditions on our busses. And none of the other examples above are acceptable behaviors.

But here is where I take issue with the way that this is being portrayed in these negotiations. First, that's 22 incidents out of nearly 20M rides. I take exception with the insinuation that our riders reflect some criminal element or that being on our busses is unsafe. The advocates for the system should know better than to suggest otherwise. Should management take the incidents seriously? Of course, and they have. Here are some measures that have already been implemented by Sun Tran to address operator and passenger safety:

1. All of Sun Tran's fleet and each transit center are monitored by a video surveillance system. If incidents do occur, there is a video record – and the presence of the cameras acts as a deterrence measure.
2. Sun Tran has what's called an Automatic Vehicle Location (AVL) system in place. In fact, it has been operative for over a decade. It's a computer program that tracks the location of every bus at all times. Having that system up and running decreases the re-

sponse time in the event of an emergency, be it an assault or a case in which a passenger needs medical assistance.

3. Sun Tran uses both TPD and private security personnel at transit centers, and on some busses. They have increased that presence in response to the driver assault concerns. Off-duty TPD officers are working both Ronstadt and the Laos transit centers, and select transit routes where reports of incidents are more common. Private security officers are in place at all three transit centers.
4. Sun Tran has implemented two federally-funded programs to encourage passenger communication when they see things that don't appear quite right. This isn't dissimilar from the very successful Neighborhood or Business Watch programs we have in place all over the City. "Transit Watch" is a campaign in place on every bus, and one that every rider is encouraged to participate in. As with the AVL system, it keeps watch out for both assault-type incidents, but also for medical alerts your fellow passengers may need.
5. Like many large employers, Sun Tran holds regular employee safety meetings to stay current on concerns and share updated information with workers as new measures are implemented – or new concerns are raised.
6. The Teamsters are participating in monthly meetings with management in what is called their "Assault Committee." These are regular opportunities, totally outside of the context of labor negotiations, for the workers through their union representation to bring issues of concern to management.
7. Sun Tran has brought in an outside consultant to provide training to all operators on how to effectively handle situations before they get out of control. De-escalation techniques have been taught as a way to give drivers tools with which to minimize conflicts.
8. All employees who experience an assault are brought in to review the tapes and discuss ways the situation may have been de-escalated.
9. A "safety/training coordinator" position is in place, with the purpose of expanding on the training opportunities available to each driver and continuing to develop safety protocols throughout the system.
10. A poster campaign for busses is in place intended to discourage unruly behavior by passengers.

Looking over that list shows Sun Tran has in place a safety system that includes management, operators, the union, TPD, private security companies, video cameras, a safety program, on-bus messaging, and the involvement of passengers. Nobody wants riding our transit system to be unsafe. Sun Tran is to be commended for the measures they've taken to ensure that it is not.

And of course, the other issue is financial.

The City allocates about \$30M annually to assist Sun Tran with the operation of the fixed route system. That money comes out of our General Fund, and it competes with fire, parks, police, and every-



thing else we're obligated to provide to the community. Increasing funding amounts in one area decreases the funding available for the other areas. To make the point of how tenuous that budgeted amount really is, though, I'll quote from this year's Independent Audit and Performance Commission report on the five-year transit forecast:

"Since Transit revenues do not cover all the costs of the system, funds are transferred annually from the General Fund to provide financial support to cover any fiscal year deficit. The actual General Fund contribution will be whatever is needed to cover the fund's revenue shortfall during a fiscal year, regardless of the amount indicated in the City's Adopted Budget. At year end the total shortfall of revenues under expenditures will be covered with General Fund monies."

The transit system comprises approximately 10% of our total General Fund expenditures. The initial Teamster financial negotiating position asked for an increase in labor costs amounting to approximately \$20M over the three years of their contract. If we were to fund that from the General Fund, we'd be cutting those dollars from someplace else or finding new revenue sources to make up the difference – fare increases or route changes, for example. Even the fare and route changes the M&C have recently rejected were not sufficient to meet the Teamster expectations.

Alternatively, we could increase our General Fund subsidy to Sun Tran and take it out of our reserve accounts. However, that's not a realistic option for several reasons. First, our Bond rating was dropped last year because our budget is structurally unbalanced. We've relied on "one-time fixes" (selling land and restructuring debt, for example) and said "no" to new revenue sources (fares, for example). If we want to protect our Bond rating, we cannot continue to dip into reserves. Also, giving the raises the union is requesting will carry over into the next fiscal year. In the same way the raises we gave to City workers continue to be General Fund obligations, so would Sun Tran have to find ways to pay the higher wages in out-years. Given their funding sources, our General Fund would potentially be one of the ways they'd have to pay the new higher costs. Fitch and Moody's told us that the money's not there.

Media reports suggest that just before the weekend, the Teamsters lowered their wage and benefit requests to something more along the lines of a \$7M package. Sun Tran rejected it as still being economically out of reach.

From their side of the table, Sun Tran has offered to give a 50 cent per hour increase to the entry-level coach operator pay, continue to pay 100% of the health, vision, and dental premiums, give an increase in pension benefits, and give an additional paid holiday (Cesar Chavez).

Entry-level bus drivers currently see 100% of their pension costs covered by Sun Tran. They also get 100% of their health, vision, and dental coverage paid for by Sun Tran. Adding in the entry level wages, the total employment package for the new bus operator is worth north of \$46,000 annually. In last weekend's Metro Week on PBS, I asked one of the leading transit advocates whether or not the bulk of the people he represented wouldn't love to have an employment package like that. I think they would. They're now standing on a picket line. I understand the desire for a raise, but I also understand the reality that the mon-

ey they're after is not in either the Sun Tran budget, or by extension, in ours, unless we either find new dollars to cover the increases, and/or reduce funding for other General Fund obligations.

The two sides are scheduled to return to the bargaining table this week.

County Bonds

It looks as though we're making progress on resolving the issues I raised last month related to the language in the County Bond Ordinance and the associated Intergovernmental Agreements (IGAs). By way of brief reminder, my original concerns were on the across-the-board 25 year maintenance agreements, and the fact that the original language allowed the County to send jurisdictions a bill mandating repairs within 120 days. Failure to make those repairs could end in either the County cutting off that jurisdiction's remaining Bond projects or contracting for the repairs and sending the other jurisdiction a bill. Neither was an acceptable option. Here's the original language:

- B. Unless waived by the board of supervisors as being in the best interests of the county and warranted by the circumstances of the bond funded project at issue, the ~~intergovernmental agreement shall include, but not be limited to, provisions establishing the following responsibilities of the implementing subdivision:~~
1. That the implementing ~~political subdivision~~ agency shall operate and maintain the improvements constructed by county bond funds for a period of not less than twenty-five (25) years.
 2. That the implementing agency shall sufficiently fund operations and maintenance of the facility, and identify the estimated amount and source of funding for operations and maintenance of the facility.
 3. That the implementing agency and the County will conduct regular performance audits to determine if facilities built, operated and maintained by the implementing agency are being maintained in good working order and are being used for the appropriate purposes; and that the County may suspend the allocation of County bond funding for other not-yet-built projects if the performance audit results in a finding of unsatisfactory and facilities are not returned to good working order within 120 days.

I've been sharing some exchanges with City management in various departments and we've come up with some new language that should address the concerns. It has now been sent to the County.

To tackle the "useful life" question, the new language identifies a "Project Period" as being "the lesser of the following: (a) 25 years, or (b) the useful life of the project; but in no event shall the Project Period be less than the initial term of the bonds issued for the Project." That means if a building built with the Bond money has a projected useful life of say 15 years, that's the length of time our maintenance obligation lasts. Originally, that obligation would have extended for 10 years longer than the building's projected useful life. That's a reasonable change.

There's also new language related to the question of how necessary repairs are identified and remedied. It has two parts.

First, the County is empowered to inspect a bond project during the period of time in which we're obligated to maintain the asset. That's fair. The County is the fiscal agent overseeing these projects and it needs to have that level of oversight.

If those inspections result in the identification of some needed repairs, the County will let us know in writing. Once that's done, we have 120 days to either make the repairs or to put together a Corrective Action Plan. That Plan will identify how we intend to make the repairs and establish a schedule for carrying them out. If the repairs are significant and/or will run us into the next fiscal year, the City Manager and County Administrator will meet and agree on the Plan. If they can't agree within 60 days, each Governing Body will discuss the issue and offer direction. Failing resolution at that level, a mediator can be called in.

We all recognize the need to maintain these bond assets for their useful lives, and perhaps beyond. I'm grateful for the chance to have made these changes in the language. Assuming County buy-in, they'll serve all of the surrounding jurisdictions much more appropriately than the original terms would have.

Now the focus can be given to the merits, or not, of each question that will appear on the November ballot.

Photo Radar



Here's a quick update regarding the contract for the Tucson photo radar system. As you may know, Prop 201 will be on the November ballot, and you will be voting on whether or not to keep the system.

The current term of our contract with American Traffic Solutions (ATS) ended on August 14th. That contract allows for an additional one-year renewal term. Our Procurement team has exercised that option, with a caveat.

The contract amendment signed has a stipulation that will end our commitment to the balance of the extension if the voters say they don't want the cameras any longer. The amendment extends through November 20th of this year. If Prop 201 passes, that's the termination date. At that time, ATS would remove all camera poles at no cost to the City. We'd reconcile any final costs related to the amortization expenses associated with the use of the gear. Procurement estimates that amount to be in the \$50K range.

If Prop 201 fails and the voters decide to keep the system up and running, the City and ATS will reconvene to negotiate terms for the time beyond November 20th. The short message is that we're not locked in if the election results call for the removal of the system. Good compromise by Procurement.

Tucson Schools...

Connecting with the International Space Station

Back in 2011 while I was working closely with the 911 dispatch team to resolve some of the operations issues that system was having, I met Lani Dzicek. She's still working out there, but on the side works with the Vail Vaquero's 4H Club. In fact, her daughter Jerico is the club's president.

On behalf of that club, Lani applied to NASA to be included as one of the groups who will use their Ham radios to make direct contact with the International Space Station (ISS). They

were selected. It's the first 4H Ham Radio project in Arizona and has hit the jackpot with this opportunity. It's only one of a dozen proposals in the United States to be accepted.



The images above show the 4H Ham Radio logo, the ISS, and astronaut Kjell Lindgren. He's the guy the students will speak with if they're able to make contact with their Hams. Also on board is Scott Kelly, brother of Mark – Gabby's husband. The contact site will be at Empire High School, in the Vail School District.

Lani and the kids are inviting all who are interested to join them to this fun event. They'll logically combine it with a "mini-STEM career day" at the school. You can check their website at <https://pimacounty4hhamradio.shutterfly.com/> for more information. The specifics of the event are copied, below. Congratulations to Lani, the kids, and to all who are involved in the Vail School District for this honor.

WHAT: Vail Vaquero's 4H Ham Radio Project makes contact with the International Space Station!!

WHEN: Saturday August 22 @10:30 am (Contact scheduled for 11:37 am)

WHERE: Vail Theater of the Arts on the Empire High School Campus

WHO: We will be speaking with Astronaut Kjell Lindgren



Living Streets Alliance has kicked off another year of working with local schools to identify safe routes to get to schools and to encourage kids to ride or walk those routes. Last year, I participated with one of their ride leaders, Evern Sonmez, on the Blenman route. A couple of dozen kids and their parents took part.

The Safe Routes program also offers bike education, bike repairs, and works directly with schools to develop a calendar of walk/bike events throughout the school year. It brings kids and parents together.

er for these fun and healthy activities. In the first two years of the program, they've enlisted six Tucson schools to take part. In addition to Blenman, Howell, Kellond, Laguna, Los Amigos Technology Academy, and Pueblo Gardens PreK-8 have been involved. The last two are this year's new additions to the program.

If you've got kids in any of these schools, connect with www.saferoutestucson.org to learn more about how to get involved. If your school isn't yet a part of the program, check out the Living Streets Alliance website to learn how you can help in getting a Safe Routes program started.

Sincerely,



Steve Kozachik
Council Member, Ward 6
Ward6@tucsonaz.gov

Events and Entertainment

Tucson Birthday Flag Ceremony

Thursday, August 20, 2015, 5:45 pm – 8 pm

Presidio San Agustín del Tucson Courtyard, SW corner of Church and Washington

The flags that have flown over Tucson over the last 240 years, including the flags of the Tohono O'odham Nation and the Pascua Yaqui Tribe, will be presented in a ceremony hosted by the Tucson-Pima County Historical Commission to celebrate Tucson's 240th birthday. There will be birthday cake and refreshments, cannon fire and living history demonstrations. La Cocina Restaurant, just down the street from the presidio, is offering a special discount for those who attend the event. For information, call Ana Juarez, City Clerk's Office, at (520) 791-4213.

Tucson Birthday Celebration at Cinema La Placita

Thursday, August 20, 2015, 7:30 pm

La Placita Village, 110 S Church Ave

Celebrate Tucson's birthday with a screening of a classic film shot on location in Tucson, and enjoy a birthday cupcake! See "A Kiss Before Dying" (1956), shot entirely on location in 1950s Tucson and featuring many landmark buildings and settings. The August 20 screening is shown in conjunction with the Downtown Tucson Partnership and Do Happy Tucson. www.cinemaplacita.com

Tucson Birthday Celebration at Historic Train Depot

Saturday, August 22, 2015, 10 am – 4 pm

Southern Arizona Transportation Museum, 400 N Toole

Celebrate Tucson's 240th birthday with railroad fun: Enjoy birthday cake with Mayor Jonathan Rothschild and meet Dave Devine, author of the new book "Tucson: A History of the Old Pueblo From the 1854 Gadsden Purchase". Free admission. tucsonhistoricdepot.org

Ongoing

Mission Garden, 929 W Mission Ln

Saturdays 8 am – 12 pm, April to November; 12 pm – 4 pm, December to March

A re-creation of the Spanish Colonial walled garden that was part of Tucson's historic San Agustin Mission. Features Sonoran Desert-adapted heritage fruit-trees, traditional local heirloom crops and edible native plants. *For guided tours call 520-777-9270 and leave message.*

Children's Museum Tucson, 200 S 6th Ave

Tuesday - Friday: 9:00am - 5:00pm; Saturday & Sunday: 10:00am - 5:00pm

www.childrensmuseumtucson.org

Tucson Botanical Gardens, 2150 N Alvernon Way

"Summer Oasis Series" June through August features special hours, early bird weekends and dog admission. www.tucsonbotanical.org

Fox Theatre, 17 W Congress St

www.FoxTucsonTheatre.org

Hotel Congress, 311 E Congress St

hotelcongress.com

Loft Cinema, 3233 E Speedway Blvd

www.loftcinema.com

Rialto Theatre, 318 E Congress St

www.rialtototheatre.com/

The Rogue Theatre at The Historic Y, 300 E University Blvd

www.theroguetheatre.org

Arizona State Museum, 1013 E University Blvd

www.statemuseum.arizona.edu

Arizona Theater Company, 330 S Scott Ave

www.arizonatheatre.org

Tucson Museum of Art, 140 N Main Ave

May 25, 2015 - September 7, 2015: FREE Admission for Military Families.

July 25, 2015 - October 11, 2015: Arizona Biennial 2015

www.TucsonMusuemofArt.org

Meet Me at Maynards, 311 E Congress St (north entrance on Toole)

A social walk/run through the Downtown area. Every Monday, rain or shine, holidays too! Hotel Congress Check-in begins at 5:15pm.

www.MeetMeatMaynards.com

Jewish History Museum, 564 S Stone Ave

www.jewishhistorymuseum.org

UA Mineral Museum, 1601 E University Blvd

February 7, 2015– February 7, 2016, 10:00 am – 5:00 pm

"Meet the Trilobites – Arizona's First Inhabitants," the new exhibit at the Flandrau Science Center and Planetarium, features world-class trilobite fossils from around the globe.

www.uamineralmuseum.org

Southern Arizona Transportation Museum, 414 N Toole Ave.

Tuesday – Thursday, Sunday: 11:00am - 3:00pm; Friday & Saturday: 10:00am - 4:00pm

www.tucsonhistoricdepot.org